

RAIL MEN SAY HOB CARRIERS GET MORE PAY

Union Leaders Charge the
Roads With Financial
Mismanagement.

SOME WORKERS BALK AT 8 HOUR DEMAND

Two of the chief points which the railroad labor union leaders are going to make if the members of their unions vote approval of their proposal to make an eight hour demand on the 443 railroads of this country were learned yesterday from persons in touch with these leaders. These are:

1. That the earnings of railroad workers per hour and per day furnish the true index of their compensation for comparison with other trades and that on this basis they would be found considerably below the compensation in those trades with which such comparison should be made.

2. That if it had not been for financial mismanagement in the last ten years and the issuance of securities for which no value was received the net earnings of the railroads now, with business picking up fast, would be sufficient to pay their employees on an eight hour basis and have vast sums left over to put into improvements.

These arguments were to some extent used at the arbitration hearings last winter. The result of that arbitration the union leaders have regarded as a defeat for labor, only small advances being given. Two of the chief reasons ascribed by them for this were:

The inadequacy of their statistical exhibits and analyses of payrolls to meet the exhibits of the railroads; and, second, the fact that by the time the case reached the arbitration point the railroads were in the midst of a severe depression and were able to make a point of their poverty, which in a normal business year could not be done.

Expert Accountants Busy.

The Chicago award had no sooner been made, it was learned yesterday, than the union leaders began a series of conferences looking for concerted action with a view of making the general eight hour demand upon which a referendum is now being taken. As evidence of the fact that the leaders regard the approval of the members of their unions as a foregone conclusion expert accountants were put to work on the figures of the Interstate Commerce Commission at Washington as early as last week. They have been at work preparing analyses of the upswing of railroad earnings and also getting up tables showing the working hours of railroad employees and their compensation.

The plan is said to be to go to the railroads with these figures, at the same time presenting them to the public. This would be done through the union's own publicity bureau, designed to meet that of the railroads.

It will be the contention in this, the biggest general labor movement ever launched, that the high rates of compensation for the four classes of railroad workers involved—conductors, firemen, conductors and brakemen, which in some cases the railroads can show, are the result of working long hours. At the hearing last autumn, statements were made by President Carrier of the firemen: "The wages of engineers and firemen, when the wage per hour is taken as a basis, are much lower than the wages of other skilled workers that it seems a shame that the railroads should pretend they pay their employees high wages. It seems unfair that they should refuse to pay time and one-half for overtime when they force their employees to work sixteen hours and thereby show high earnings. If we could get time and one-half for Sundays and holidays, as they get in other skilled trades, I will guarantee that the wages of engineers and firemen will not amount to as much in the aggregate as employees in other industries where the wage is lower."

Union Arguments.

On an hourly basis, it was contended, the wages of firemen were in reality less than those of conductors and brakemen in the building trades, the latter having an eight hour day and time and one-half for overtime. A man, he engineer, conductor or brakeman, said in the railroad business, by working every day in the year and sixteen hours a day, make possibly more than in other industries where the day's work is limited to eight hours and Sundays and holidays are excluded, these leaders are admitting to those among their followers who are hesitating. But, they say, they should not have to work these longer hours to make as much as the men in the building and other skilled trades. Therefore they should support the eight hour day plan of raising the hourly rate of wages. This argument is not advanced with respect to the passenger service, which has been exempted from the proposed demand because in that service there is a five hour day. This has brought the earnings of passenger men per hour up to a level even higher than those in the building trades. But averaging the rates of the Western firemen in freight service it was found, for example, that the working hours ran from nine hours and twenty-two minutes in the fast freight service to more than twelve hours for the crews that went along picking up cars at stations. The contention of the labor leaders is that although the earnings of these men by the month, or week, or fairly good, by the hour they are not so good. And it is these men who are giving the greatest support to the present movement.

In reply to this point made by the leaders who have stressed up the eight hour day propaganda, the railroad men point out that the hours of work of the railroad men do not mean continuous labor, such as is represented by the eight hour working work of the mason or the bricklayer. Taking time on a train as the continuous labor of these men, schedules of the railroads will show, they travel about six hours at an average. Time on duty should not be taken as a basis, they insist, for fixing the hourly rate of compensation if it is to be compared with the hourly rate of the men in other skilled trades.

One Ray of Hope.

In reference to the point the union leaders make concerning the financial mismanagement of the railroads, argument is made that what was done can't be undone, and calling this "mismanagement" will not bring the money back to put into the improvements the railroads must make to do the business of the country and keep the cost of living down for 100,000,000 people now in the United States.

About the only ray of hope which the

railroad managers see in the situation concerning the eight hour demand at present lies in the reports of dissatisfaction with the propaganda which are coming from some of the union locals. Not only are passenger men not showing any enthusiasm over it, but it is said that engineers in the freight service of roads like the Pennsylvania are denouncing it at the step at this time. These men, however, appear to be in the minority. If outvoted by the others they must join in supporting the demand.

Although similar dissatisfaction has been in evidence among certain classes of employees before when labor disputes have arisen on the railroads, this has never been brought out before the different arbitration tribunals. The absence of any and all employees who felt satisfied with their jobs and wages has been a feature of all these proceedings. The reason for this is that a rule of the brotherhoods absolutely forbids, under penalty of expulsion, any member from appearing and giving testimony against his officers.

This rule—one of the most important of the unions have—may explain the apparent solidarity of those persons who arise like the present one. It has been one of the greatest sources of strength of the railroads. In all proceedings outside of the local themselves and the grand convention of the brotherhoods it acts effectively to suppress all criticism of the policy of the leaders. It is said that President Stone of the Brotherhood of Railroad Engineers and Conductors is not as yet certain about standing out to that extent.

According to one report, the whole eight hour movement has been fostered and engineered chiefly by President Carrier of the firemen because of the fact that he and his fellow directors of the union come up for reelection next May at the annual convention of the brotherhood. By starting the eight hour movement and bringing it up before the railroads before the convention takes place, these men, it is said, believe that their chances for reelection will be much better than if all were peace.

Instead of this eight hour movement arising spontaneously with the men in their various locals it has proceeded in this case, according to the railroad officials, apparently from the top down. Mass meetings were called by the grand officers in important cities and resolutions of approval of the movement were passed. This preceded the referendum now going on.

The situation is much the same with the trainmen as with the firemen. The terms of the present grand officers expire in June. On the other hand, the terms of the officers of the two other organizations have several years to run. Whether the four unions will continue to stand solidly together appears to be the all important question at this time in the railroad world. If they do not the movement will have no chance of success, it is believed. If the vote in favor of the proposed demand is sufficiently large the union heads will undoubtedly stand together for the purpose of preventing the ratification of the demand. If a break comes at all, the railroad managers believe, it will be after the railroads refuse to accede to the demand and the railroads have already decided to do.

There were no furs at the auction yesterday except those in overcoats and around the necks of a few women spectators. They are all stored in the corporation's warehouse at 50 Great Jones street. There they have been on view to prospective buyers for the last several days.

NEW YORK BECOMES WORLD FUR MARKET

Public Auction of \$1,500,000
Worth of Skins Starts at
Masonic Temple.

350 BUYERS PRESENT

J. Gordon Noakes in the auctioneer's chair, standing in St. Charles R. Porter, a pencil behind each ear, at his right, Edwin M. Speer, also with a pencil behind each ear, at his left. American flags all around. Three hundred and fifty men from here, there and everywhere in the auditorium of the Masonic Temple.

"Order!" cries Mr. Porter. "Order!" The spectators in the gallery sit down, and they can't see and stand up again. The 350 men from here, there and everywhere rustle any paper that happens to be in hand and then become quiet.

"Gentlemen," says Mr. Porter, "I have the honor of calling to order the first great public auction of furs in New York. At this moment I have the honor of beginning New York's history as the greatest fur market in the world."

Tumultuous applause from everywhere. J. Gordon Noakes knocks his gavel on the pedestal before him, opens his book to an item reading "5,255 Skins—Beavers," and the greatest fur sale that has ever occurred in New York, ever occurred, in short, anywhere more than a stone's throw from the Thames, London, is under way.

March there will be another sale, beginning at 10 o'clock in the morning. It lasted until 5 o'clock in the evening. Today, tomorrow and Friday it will go on. Then Mr. Noakes will stop out of his chair. Mr. Porter, who is president of the New York Fur Auction Sales Corporation, will say a few words of congratulation to everybody present and to the United States in general, and the first great public auction of furs in New York will be over.

Furs to the value of \$1,250,000 or \$1,500,000 will have been sold to buyers from Denmark, France, England, Canada, and within the United States from St. Louis, Chicago, Detroit, Milwaukee and of course New York. Next March there will be another sale, and the six months ended December 31, 1915, as follows: From October 1 to December 31 net earnings amounted to \$648,468, as compared with \$649,414 in the same period in 1914, with a surplus of \$44,054, against \$47,028. This was equal to 2.76 per cent. earned on the \$1,600,000 preferred stock, or at the rate of \$1.229,198, as compared with \$799,442 for the same period in 1914, while the surplus after interest and sinking fund charges was \$308,448, against \$468,692 for the same period the year previous.

Hide and Leather Earnings.

The American Hide and Leather Company reports for the quarter and the six months ended December 31, 1915, as follows: From October 1 to December 31 net earnings amounted to \$648,468, as compared with \$649,414 in the same period in 1914, with a surplus of \$44,054, against \$47,028. This was equal to 2.76 per cent. earned on the \$1,600,000 preferred stock, or at the rate of \$1.229,198, as compared with \$799,442 for the same period in 1914, while the surplus after interest and sinking fund charges was \$308,448, against \$468,692 for the same period the year previous.

Then Firm Not in Alliance.

A representative of the Thurns reporting firm denied yesterday the published report that they are interested in the alliance of American concerns which have joined in the Thurns' "American Fur" organization.

DOC WATERBURY TO QUIT CRIME, HE SAYS

Pleads Guilty to Confidence
Game and May Reveal
Noted Crooks' Doings.

BLAMES POLICE HOUDING

James H. Ford, known internationally as Doc Waterbury, who says he has a dual personality, pleaded guilty to grand larceny in the second degree before Judge Mulqueen in General Sessions yesterday and was sent to the Tombs for a week, when sentence, the limit of which is five years, will be pronounced. In the meantime it is probable that Ford will give to the District Attorney a history of his life as well as valuable information about crooks who have been successful in this country and abroad.

Ford, who is of athletic build, was recently brought back from Montreal, where he was picked up after a search of several months. Last October he passed through this city en route from California to Canada and spent enough time to call on Dr. Allan Starr, who paid \$200 to become a life member of the Gridiron Club of Washington. Ford admitted that he got the money.

Ford, who is 30 years old, is a graduate of Cornell. He has of late years been known as a confidence man who spent his money in New York, ever occurred, in short, anywhere more than a stone's throw from the Thames, London, is under way.

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Englewood Will Be Scene of New Jersey State Golf

JERSEY TITLE GOLF TILT AT ENGLEWOOD

Association Vote Favors Its
Course Over Deal's for
State Tourney.

JUNE 1, 2 AND 3 CHOSEN

The New Jersey State Golf Association held its seventeenth annual meeting in this city yesterday and selected Englewood for the New Jersey amateur championship tourney of 1916. The dates chosen for the tournament were Thursday, Friday and Saturday, June 1, 2 and 3.

Ten of the thirty-seven clubs which belong to the association were represented by delegates when the president, William Watson of Baltusrol, presided over the meeting to order and the secretary, Nathan S. Schroeder of Englewood, called the roll. The first business was the election of a president for 1916 and Mr. Watson was re-elected unanimously. He will appoint the executive committee and secretary and treasurer.

Two clubs applied for the privilege of holding the championship. Englewood and Deal. Englewood's offer of application was read by Mr. Schroeder and the deal was made by J. E. Kelly. Deal had made a written application, but it was delayed for several days in the mails and did not reach Mr. Schroeder's house in Englewood until after he had left to come to New York yesterday. The vote was made by ballot, Englewood winning, 8 to 2. Englewood has held the

tourney four times in the past, in 1901, 1904, 1908 and 1911.

Before the dates were selected Mr. Watson explained that the Metropolitan Golf Association had agreed to play its championship in the second week in June in order to have the first week open for the New Jersey tournament. The last three days of the first week, therefore, were selected by a unanimous vote. The thanks of the association then were extended to the Essex County Country Club for the able manner in which it handled the 1915 tournament and the meeting was adjourned.

PIPING ROCK WANTS TOURNEY.

Asks for Women's Metropolitan Championship of 1916.

An application for the privilege of holding the Women's Metropolitan championship of 1916 was received from the Piping Rock Club by Miss Marion Holts, secretary of the Essex County Golf Association. The big Long Island club never has held a golf championship of any kind, but had had several tournaments in its brief career as a golfing organization.

No other clubs have applied for the tournament, although there are rumors that Baltusrol, which was an unsuccessful candidate for the women's national championship, may ask for it at the annual meeting of the Essex County Golf Association. A month or two ago it was said that Amory would like to obtain one of the 1916 championships, so the association's action may have been to choose from them. They are sure of Piping Rock in any case.

The meeting tomorrow will be held at 10:30 in the morning at the Baltusrol.

CHAMPIONS TO MEET TO-NIGHT IN GARDEN

Drew and Loomis to Run
Race at Millrose
Games.

GREAT CROWD EXPECTED

One of the greatest indoor meets ever scheduled in this country will be held to-night in Madison Square Garden under the auspices of the Millrose A. A. From the far Pacific coast and from Chicago the fastest sprinters on earth have come, at the invitation of the Millrose A. A. to test their speed in the Garden, where many champions of the past have fought out their battles.

Howard P. Drew, considered the best man in the Olympic meet at Stockholm before he broke down, and the holder of the joint record for 100 yards of a 2.5 seconds, was beaten in the last A. A. U. championship at San Francisco by Joseph G. Loomis, one of the most picturesque and versatile athletes that ever performed in this country. The Millrose managers were quick to realize the value of a return engagement between these crackmen and to-night they will meet in a 50 yard dash that should be far toward determining who is the best sprinter in America.

The race between the speediest men in America will not be the only feature provided at to-night's meeting in the Garden. In the 600 yard race, an event four of the fastest men will meet the mark and fight for a handsome trophy. Ted Meredith, winner of the sensational 800 meters race at Stockholm, in which he established a world record, will oppose a formidable opponent, whose sensational career in the 1000 yard special at the San Francisco Home games, and Joe Higgins, who captured the McManis in the first games held in the Garden this season.

Other organizations have shown the high regard for the Millrose games, but the perfecting of the Garden has been a great success before, and it is expected that a record crowd will see the athletes and athletes from a distance. The sale of tickets has been a great success before, and it is expected that a record crowd will see the athletes and athletes from a distance. The sale of tickets has been a great success before, and it is expected that a record crowd will see the athletes and athletes from a distance.

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